



NO MORE "FORDS" UNTIL AUGUST

Ford Motor Company has notified all dealers that no more orders will be accepted until August 1st; their entire output being sold up to that date.

We were lucky in getting two cars loaded this week and have one more car load due next week. This will be ALL for us until after the above date.

Trust all prospective buyers will take advantage of the immediate delivery we can make and save disappointment and delay later on.

JAMES AUTOMOBILE CO.
2612-14 Washington Avenue.
OGDEN, UTAH.

AUTOMOBILE NEWS

OGDEN MAN AT A BIG AUTO FACTORY

Editor Standard: As I have just completed a visit through the immense Ford factory, I thought it would be interesting and instructive for your readers to get a rough idea of the largest, finest equipped and most wonderful automobile factory in the world, barring none. The immensity of the plant, the great output of cars and the unique system employed from start to finish is beyond my powers of explanation, in fact I was so completely carried away I could not realize the extent of the undertaking which was going on before my eyes. In view of this, I will endeavor only to give an idea of the operations which impressed me most forcibly.

The Ford plant is situated about six miles from the center of the business section of Detroit in a beautiful suburb, known as Highland park. I can remember the amount of ground the plant covers or the exact amount of floor-space it contains, but the total is somewhere near 120 acres. I am sure we walked a good many miles while passing through the factory, without retracing our steps once.

We commenced at one end, where we found a big heap of pig iron and unfinished steel parts, just beyond the mighty foundry, and I followed the car through as closely as possible throughout the thousand and one operations until it was rolled out of the back door at the other end of the factory into the hands of the final tester.

I saw the pig iron and all material in the raw state; saw them throw the same into the melting pots with the aid of a great electric crane, operated by one man. This crane has a powerful magnet which drops down into the heap of raw material. A certain amount clings to the magnet and is carried over to the melting pots, saving the time and expense of loading and unloading in the ordinary way.

There is a small army of men getting the molds ready for the various castings, such as cylinder heads, pistons, etc., and as soon as the pattern has been removed from the box of sand (which is the best way I can explain it) the box containing the exact impression for the particular casting in sand, is placed on a huge machine a good deal similar to our ordinary "merry-go-round." I should say there are from twenty-five to fifty sand boxes put on each "merry-go-round" and there are about ten or twelve merry-go-rounds in all. As soon as everything is ready, the hot metal is drawn from the melting pots and as each sand box comes round it is filled with metal and passes on until all the boxes of sand are filled.

A BROKEN MUD GUARD

A broken mud shield or a broken anything else makes no difference to us. We can repair anything on an auto that can be repaired. Waste no time about it either. Get right on the job and finish it as quickly as good work will permit. Anything wrong with your car?

RACE & GRAY
Agents for
MILSON PRIMER AND GASOLINE
SAVER
2093 Washington Avenue.
Phone 688-V.

placed at equal distance apart on either side of this room, making 150 in all. After that the necessary springs, axle assemblies, wheels, steering gears and dash assemblies, engines and in fact all parts necessary to build a complete car, except body, are brought either by truck or overhead electric crane and placed beside each frame. Then an army of mechanics begin their assembly work on the 150 cars. Each man has just one certain operation to perform. He does this and passes on to the next car like so on down the long string of 150 cars.

These men become so expert at their work that they seem to work by magic. I took out my watch and timed them and it took just thirty minutes from the time they began building up the cars until all on one side, 75 in number, were completely assembled and ready for the testers. At this rate it would mean 150 cars per hour. Of course this cannot be taken as an average as it takes a considerable amount of time to remove the assembled cars and to get the necessary material for another lot of 150.

I understood from the guide that the factory was in operation until 1 o'clock in the morning and that is averaging close to 1000 cars per day. Do not get the mistaken idea that the cars are hurriedly built and put together and that accuracy and care are disregarded. This is not a fact.

I was greatly surprised to note the satisfied expression on the faces of all workmen from the janitors to the highest salaried mechanics and inspectors. There is plenty of room, plenty of light and everybody seems to take plenty of time in doing his work, but the whole organization from start to finish is so well trained and "system" is so well carried out that it is like clock work. Everybody is so courteous it makes visitors feel as though they were honored guests. If you get in the way of a workman, instead of being scowled at, he politely steps aside and lets you by as if manners and civility were ground in him.

As near as I could learn, there are between 18,000 and 17,000 employed in the factory alone, and the office force is made up of over eight hundred clerks, stenographers, officials, etc., making a total of almost eighteen thousand. Think of it! A whole city almost as large as Ogden is employed with this one plant. This does not include the thousands of hands employed in the branch houses and assembling plants scattered through the civilized world.

Yours very truly,
H. C. JAMES, JR.
Mgr. James Automobile Co.

It is a good deal similar to catching a trout, cutting its head off, trying and eating it almost before it has time to get cold. You see the raw materials at one end, see it go through the different operations in the factory almost like lightning, and it comes out a finished car and into the hands of a purchaser almost before it has time to stop "giggling," as it were.

Not only the iron castings, which I have mentioned, but every part of the steel and mechanical construction for the car goes through a similar process. There is a powerful hammer which cuts off a bar of six-inch steel with as much ease as one sharpens an ordinary lead pencil with a knife. There are several sets of multiple drilling machines; each one of these drills forty-five holes in an engine casing in one operation, and it is all automatic. Another machine takes thirty-five engine cylinder heads and automatically machines and practically finishes them in one operation. This machine is operated by one man only and takes the place of one hundred men. Another machine bores all four cylinders in an engine in one operation. Four rough pistons, which look like pieces of junk, are placed in another machine and, without a single touch or adjustment by the operator, they are first finished down to proper size, the hole is then bored for the wrist pin and automatically the little tools slide out from somewhere and cut the grooves to the exact size for the piston rings. The piston is then practically finished, except for the polishing and grinding on the emery.

I followed a cam shaft through from the rough. It must have passed through almost a dozen different machines before it was finished and ready to be assembled into the engine.

The best treating operations, while they do not seem of so much importance and so wonderful to the ordinary factory visitor, yet they are one of the most important acts in the construction of the frame, axles, springs, steering rods, etc., are tempered to withstand the tremendous strains to which they are subjected in the hands of the purchasers. This heat-treating vanadium steel formula is a secret process which was worked out by the company several years ago at an expense of several hundred thousand dollars. The most part of the treatment takes place before you and yet no person is able to grasp the plans sufficiently to carry them out as the heating and treating is all controlled by electricity and the parties in charge of this, I understood from the guide, are high salaried men who are closely connected with the organization.

There are a number of large furnaces used for this heat treating and above each furnace is a group of different colored electric lights which are used for signalling purposes. The steel parts are placed in these furnaces, as I understand it, by unskilled laborers and the exact amount and volume of heat and the time required for the treatment of the different parts, is all worked out by electricity and controlled solely by the experts who are in a little room separate entirely from the furnaces. So all that the men at the furnaces know is to put a certain part in a certain furnace when a signal is given on the signal board and to take the contents out at most interesting operations. One of the final assembly of the cars before they are turned over to the testers. The assembling room is almost as wide as one of our city streets and about a block long or longer. About seventy-five frames are

the total daily capacity is 432,000 cubic feet of mail, and the annual capacity is 157,680,000 cubic feet.

APPERSON TO COME TO OGDEN

In celebration of the twentieth anniversary of the building of America's first successful gasoline automobile, Elmer Apperson will be at the wheel of one of the Apperson "Jack Rabbit" entries when the Indiana-Pacific tour leaves Indianapolis, July 1. Two Apperson cars will take part in this, the third annual tour of the Indiana Automobile Manufacturers association. This tour will be the biggest cross-country touring event of 1913 and will cover a distance of more than 3600 miles. The party will arrive in Ogden July 19. Governor Ralston will officially start this tour from the steps of the Hoosier capitol on July 1, at 2 p. m.

The idea of the tour originated with the national coast-to-coast rock highway for which Carl G. Fisher, the Indianapolis millionaire sportsman, is sponsor. The tour will pathfind a suitable route for such a road. Like the automobile, the idea of a transcontinental highway boulevard originated with a Hoosier. Twenty years ago, on July 4th, the first gasoline automobile in America was driven out of the shop in which it was built in Kokomo by Elmer and Edgar Apperson and the next morning the papers of the country told of the wonderful "horseless carriage" which this Indiana man had built and which would run at a speed of more than twelve miles an hour.

For the two decades that have passed Elmer Apperson has been building the descendants of this first car. Of course improvements have been made upon it until the present models of the Apperson "Jack Rabbit" bear but little resemblance to the first car that is now viewed daily by hundreds in the Smithsonian institute in Washington, D. C. When the longest tour in the history of the American automobile contests was proposed by the Indiana manufacturers the Apperson Brothers Automobile company decided to celebrate the twentieth anniversary of their car by entering two touring models in this event and sending them from their native hearth across the plains and mountain ranges to the Pacific coast.

The Apperson entries in the Indiana-Pacific tour bear the numbers 17 and 18 and the pair of "Jack Rabbits" have been costumed in coat of brilliant red. The Apperson interests enroute will be well cared for as assured when a glance at the make-up of the "Jack Rabbit" tour team is taken. First there will be "Eddie" Edenburn, assistant chairman of the tour, one of the most popular publicity men in the Hoosier state, who will dispense hospitality along the way as well as keep the outside world informed on how the "Jack Rabbits" behave. Then there is Max Winters, long identified with motor car manufacture, and for better than six years actively identified with the Apperson organization. Nelson McLean, who is better known as relief driver for the Herb Lytle will handle the wheel of the second car.

LAZY.
Two negroes were comfortably sprawled beneath a shady oak, enjoying to the full the pastime of wishing for the impossible. Said one:
"I wish I had a million watermelons."

"Wouldn't dat be fine?" exclaimed the second negro. "Den we wuld eat all de watermelons we wanted."
"We?" mocked the first negro in disgust. "Why, I woudn't give yo' a smell."
"Wouldn't you even give me one lil' watermelon?"
"Wouldn't I give you even one lil' watermelon?"—with rising indignation. "Why, you good-for-nothin' lazy man, hain't yo' got 'nough ambition to wish for yo' own watermelons?"
Everybody's Magazine.

FLOWERS OF DECORATION

"Learn One Thing Every Day"

No. 6. THE CARNATION

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Every flower, like every human soul, expresses some unique quality. The lily is loved for its purity, the violet for its modesty, and the carnation for its "odor divine."

E. Gerard has written a fascinating story called "The Voice of a Flower." In this he described how the armorial bearings of the famous Italian house of Rossecco came to be charged with a "garofano" or carnation.

It seems that Margherita Rossecco was betrothed to a chivalrous knight named Orlando. Their marriage hour was already set. But on the eve of their wedding a call was sent out for all brave hearts to repair to the Holy Land and deliver the tomb of the Savior from the clutches of the infidel. Who but a dastard could turn a deaf ear to such a summons? So Orlando, broken hearted, went to his adored Margherita.

"Farewell, anima mia!" he murmured, clasping her to his breast.

"Be true to me, beloved," she sobbed. "Do not forget thy Margherita in yon distant land."

"Never while I breathe; but give me this flower that nestles in thy sweet bosom to wear as a talisman next my heart."

Blinded by tears, the expression of her inward anguish, she fastened a white carnation to his breastplate.

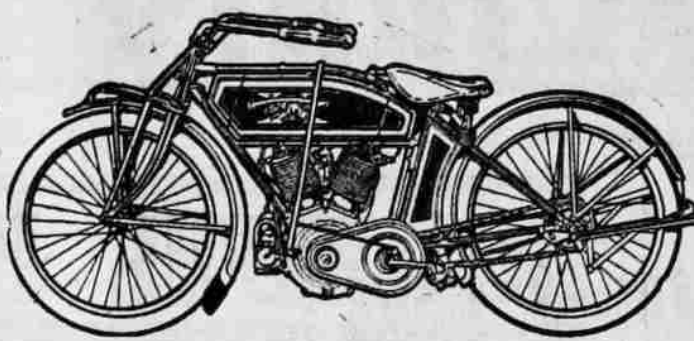
Then after one last embrace the youth was gone—never to return. A year later a comrade of her lover came back with the news of his death, but bringing with him a solace for her lonely heart. It was the flower Orlando had worn, and through which the deadly arrow of a Saracen had pierced his noble heart. Margherita took the flower. While she was tenderly touching its withered petals some little brown pads dropped into her white hand. These she planted and tended every day with infinite care. They were watered often, one imagines, with her tears. At last her efforts were rewarded. One morning a white carnation spread its fragrance through her room. And wonder of wonders! When she went to look at it closely she found that the petals were streaked with red. Of course she believed that the blood of her beloved flowed through them. So now the Rossecco family has a red and white carnation emblazoned on its coat of arms.

Wild fancies are supposed to symbolize tears—the tears of the Virgin Mary. "When the Jews led Christ to Calvary, the Virgin Mary followed, though her heart was breaking with grief. When she saw on the way the bloody tracks of her son's wounds she wept bitterly, and from these tears of Christ's mother and the blood of her Son sprang forth along the way to Calvary such flowers as these."

The origin of the carnation is as old as the rose. It was cultivated as far back as 300 B. C. by the Greeks, along with the iris, the narcissus, and the violet.

Every day a different human interest story will appear in the Standard. You can get a beautiful intaglio reproduction of the above picture, with five others, equally attractive, 7x9 1/2 inches in size, with this week's "Mentor." In "The Mentor" a well known authority covers the subject of the pictures and stories in the week. Readers of the Standard and the Mentor will know art, literature, history, science, and travel, and own exquisite pictures. On sale at Spargo's Book store.

1913 EXCELSIOR TWIN



Fastest and most powerful Motor made. Holds all World's Records from one to one hundred miles. One mile in 36 seconds, made January 7, 1913.

SPEED, POWER AND COMFORT—Don't take the other fellow's dust.

PROUDFIT SPORTING GOODS COMPANY

351 TWENTY-FOURTH STREET

Airless Auto Tires

Reinforced airless tires. No rim cuts. No punctures. No blowouts. Life of casings doubled. Expert repairing. Auto tires and supplies. Vulcanizing.

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A million hands are reaching for

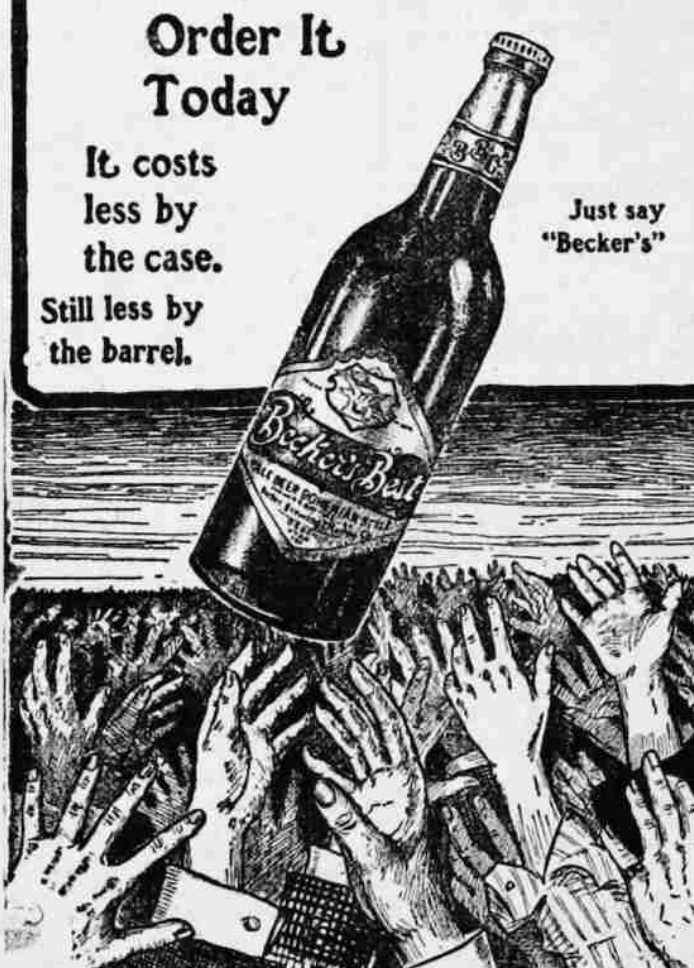
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It's "better by test than all the rest"—It's the true health beverage of the West.

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It costs less by the case. Still less by the barrel.

Just say "Becker's"



Order from your local dealer. **Becker Brewing & Maltting Co.** Ogden, Utah.

LEGAL.

TO THE TAXPAYERS OF OGDEN CITY

For the purpose of raising means to carry through the joint agreement between Ogden City and the Ogden River Reservoir company, to build a dam in South Fork to impound a sufficient quantity of water to ensure an ample supply of water for Ogden City during the months of July, August and September. It will be necessary to raise approximately \$125,000.00 in addition to the \$25,000.00 raised by a two mills levy in 1912.

The Water Works department is now \$75,000.00 within the bond limit, having retired \$50,000.00 in 1912 and 1913 from revenue derived from the Department.

There are two ways of raising this money. First, and in our judgment the better way, by voting bonds in the amount of \$75,000.00 which will be paid by revenue derived from the Water Works Department. The only other way to raise this money is by making a direct levy of six mills, payable in the fall of 1913.

The taxpayers are earnestly requested to give this matter careful consideration before passing judgment. And we sincerely hope that the bond issue will be voted, for the reasons above stated, viz: that it may not be necessary to levy a special tax for this purpose.

A. G. FELL,
Mayor-Commissioner
T. S. BROWNING,
Commissioner Public Safety
J. C. NYE,
Commissioner Streets and Public Improvements.

First publication, June 28, 1913.
Last publication, July 26, 1913.

NOTICE OF SPECIAL ELECTION

NOTICE IS HEREBY GIVEN that in pursuance of law and of a resolution and order of the Board of Commissioners of Ogden City, Utah, passed and adopted on the 23rd day of June, 1913, a special election is hereby called and will be held in each of the five Municipal wards of Ogden City, Utah, on the 28th day of July, 1913, for the purpose of submitting to a vote of the qualified electors who shall have paid a property tax in Ogden City in the year 1912, the question whether said Board of Commissioners shall be authorized, allowed and permitted to create and incur a bonded indebtedness of \$75,000.00 and issue bonds of the said city of Ogden City therefor, to be used for the purpose of paying part of the cost for the construction of a dam on the south fork of Ogden river to impound water for the Municipal water works system of said Ogden City. Said bonds to be redeemable \$25,000.00 in five years, \$25,000.00 in six years, and \$25,000.00 in seven years from the date of issue, and to bear interest at the rate of FIVE (5) per cent per annum, payable semi-annually.

That the following are the places designated for the purpose of holding said election, and which said election will be held in each of the Municipal Wards of said Ogden City, respectively:

In the First Municipal Ward, at the City Hall.

In the Second Municipal Ward at Dr. F. Parker's office, 324 24th Street.

In the Third Municipal Ward, at the Mound Fort School House, No. 1200 Washington Avenue.

In the Fourth Municipal Ward, at the County Court House.

In the Fifth Municipal Ward, at the Lewis School, 28th Street, between Washington and Adams Avenues.

That the following persons, who are electors in their respective wards, are hereby appointed as Judges of election, to conduct, and who will conduct said elections in the said respective wards in the City of Ogden:

For the First Municipal Ward of said Ogden City, R. D. Blackock, Henry M. Mock and Mrs. Margaret P. Blumham.

For the Second Municipal Ward of said Ogden City, David W. Evans, J. E. Williams and Georgina G. Marriott.

For the Third Municipal Ward of said Ogden City, W. W. Crane, Edwin Dix and Henry Barker.

For the Fourth Municipal Ward of said Ogden City, H. C. Wardleigh, Henry E. Steele and Mrs. Mattilda Lucas.

For the Fifth Municipal Ward of said Ogden City, C. H. Hussey, Mrs. Sarah L. Riser and Thomas A. Whalen.

That the time during which the polls shall be and remain open in each of said Wards in the said election, as above stated, shall be from seven o'clock in the forenoon, continuously, until seven o'clock in the afternoon of said 28th day of July, 1913.

That the amount of the indebtedness proposed to be incurred by Ogden City, if legally authorized, permitted and allowed to do so by this election, shall be the sum of \$75,000.00, which sum of money shall be used in paying part of the cost of the construction of a dam to impound water in the south fork of Ogden river, to be used and distributed through the present water works system of Ogden City wherever needed within said city.

Dated at Ogden, Utah, this 25th day of June, 1913.

By order of the Board of Commissioners.

A. G. FELL, Mayor.
GEO. A. SEAMAN, City Recorder.
State of Utah, County of Weber, ss.
I, George A. Seaman, City Recorder of Ogden City do hereby certify that the foregoing "Notice of Special Election" is published in accordance with a resolution of the Board of Commissioners of said city, adopted on the 28th day of June, 1913, as appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of Ogden City this 28th day of June, A. D. 1913.
GEO. A. SEAMAN, City Recorder (Seal)
First publication, June 28, 1913.
Last publication, July 26, 1913.

ASSESSMENT NOTICE
Stockholders of the Overland Mining and Milling Company, attention! At a meeting of the board of directors held in Ogden City, Utah, May 29, 1913, an assessment of one mill per share was levied against the capital stock of the corporation, the same payable immediately to the Secretary, at 674 23rd street, Ogden, Utah. If not paid on or before July 10, 1913, the stock will be advertised with costs of advertising on or before July 25, 1913, sufficient shares thereof will be sold at public auction, 674 23rd street, at 3 o'clock p. m. of that day, to pay delinquency, cost of advertising and expenses of sale.

E. M. CONFOY, President
G. W. HESTMARK, Secretary
First publication, June 12, 1913.
Last publication, July 26, 1913.